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HUDSON'S BAY ROUTE.

Interesting and Instructive Lecture by E. P. Leacock, Esq., M. P. P.

Evidence from History as to the Navigability of the Bay and Straits.

The following able lecture was delivered on Friday evening last, Jan. 4th, before the Young Men's Mutual Improvement Society of Kildonan, in the Kildonan West School house, by E. P. Leacock, M. P. P., Warden of Kildonan :

THE LECTURE.

I must take you back a period of nearly 300 years, to the time when the Tudors reigned in England and the rumor of the discovery of the new continent had filled sovereigns and people alike with an ambition to obtain a portion in this vast and unexplored heritage. King Henry VII fitted out several expeditions, employing as his discoverer one Sebastien Cabot who, according to all accounts, was a native of the city of Bristol. It was in the year 1498 that Cabot sailed into the Hudson's Bay, and this is the first record that we have of any vessel passing into that inland sea. From the information that can be obtained there is reason to believe that he penetrated as high as latitude 67½°. The next official record we have of a voyage into Hudson's Bay is the year 1610, when Hudson, whose name it has since borne, sailed from England on the 10th of April, in a vessel named the "Discoverie," a vessel of seventy tons, in which he penetrated into the bay, and sailed all around it. At last, landing on the southern shore, he passed the winter of 1610-11 there, and started in the spring to return northward, and many of you know the history of how a mutiny breaking out among the crew, this gallant explorer

WAS MURDERED

with his principal officers. The mutineers, however, fortunately for us, took the little "Discoverie" back to England with the precious record of her voyage and her explorations; and on the strength of this, in 1613, the same vessel was fit-

ted out under the command of Gibbons, and again sailed into the bay, exploring its shores and verifying the information gathered by Hudson three years before. But, not content with the information so obtained, another expedition was fitted out by Baffin with the same vessel in the following year; and his charts and plans may be held to be the final exploration of the Hudson's Bay in so far as the early discoverers of America were concerned. It was not again till the year 1670 that the Hudson's Bay appears prominently in history: In that year Charles II, no doubt wishing to find a suitable reward for his valiant cousin, Prince Rupert, who had fought so nobly at Naseby and Edge Hill, saw no more fitting recompense than to give him the control of a company to explore and develop this vast region. It was in that year that the company of adventurerstrading into Hudson's Bay received its charter from the Crown.

THE HISTORY

of that charter has been so often and so freely discussed in this Province that it is needless for me to deal with anything connected with it, except in so far as it may affect the subject we now have under discussion. The first settlements made by the company were at James Bay, at Fort Churchill and at Hayes' River. But it appears that the public were not satisfied with the development made by the company, for in 1749 the records of the English Parliament show us that an application was made to cancel the charter of the Hudson's Bay Company as a non-user. It was, however, shown by the company before a committee of Parliament that, though they had only five forts, and all of these were on or near the bay, their trade was very large and profitable; indeed; that the number of their employes was considerable; and the

trade they took in and out of the Hudson's Bay was such as to thoroughly justify the committee in advising the House to allow all their privileges to be continued. If, so far back in the past, a company with five forts was able to make so great a profit, it seems to me that the trade of Hudson's Bay has been sadly neglected, not to-day to be more known and esteemed. But, to turn back to the question of navigation. In 1744, Dobbs tells us that a vessel which was leaving Hudson's Bay late in the fall went into a little inlet to obtain water, and while she was there,

AN ICEBERG

floating to the entrance of the creek, blocked her passage, and her crew prepared to pass the winter there; but a change of wind towards the middle of December moved the iceberg from the mouth of the inlet, and the vessel sailed through the straits on Christmas Day, without meeting any ice to impede her passage. A record has been kept by the Hudson's Bay Company at Hayes' River for fifty years, and that record shows that the river has been open an average of six months in the year. There can be no doubt I think that the H. B. Co. did not keep this record with any view of its ever being used as evidence in the future of the fact that the navigation of Hudson's Bay was good. No one can accuse the company of having ever been too anxious to open up trade into this region; and therefore, the record kept by their employes, evidently for their own information, and without any view to the purpose for which it is and will be now used, must be taken as the best evidence possible. All the record that can be obtained from travellers through that region shows that the bay is open all winter, and

THE WORST DANGER

has always been anticipated by them in the months of June and July. The United States, with their usual enterprise, have not neglected the Hudson's Bay region; and we find by their official returns in the years 1863-4-5-6 that their whalers took out of the Hudson's Bay more than \$1,000,000 worth of whale oil and whalebone. We find that in 1874 and the years preceding, fifty voyages of United States vessels had been made, and that the profit returned to the United States Government was \$1,371,000. We find no record of losses, and on the other hand Mr. Erasmus Wiman, a gentleman whose

enterprise has been in everything which is connected with the development of the continent, has obtained reports from all the captains of whalers that he could, and from what he states, he finds them all agreed that the navigation of the Hudson's Bay is open all the year. Such authority as this can hardly be doubted, and I cannot understand why so much question is raised as to the feasibility of going in and out of the straits when we find that these vessels, averaging 320 tons, have fearlessly navigated it so long and so profitably. The Hudson's Bay Company have made about 730 voyages in and out of the straits, and we find few losses mentioned. The one that is most spoken of is that of

TWO VESSELS

which were lost on Mansfield Island in the year 1864; but we find that the captains had been visiting on board an American whaler, and it is to be feared that the hospitality of our American cousins had overcome the skippers' knowledge of navigation. York Factory has kept its record of voyages for ninety-two years, and Moose Factory for 146 years; and a few blanks which occur in these records show that the voyages were continuous, and that loss and danger never interfered with the navigation at that time. It is even to be wondered that the H. B. Co. did not lose more vessels, for in order to send their outfits to the different posts throughout the interior their vessels always came in through the straits as early as possible, very often arriving about the 15th of July, which on all hands is agreed to be the worst time of the year for navigation. It is surprising then how, entering just at the season when the ice-flow was most prevalent, they escaped with so little loss. The difficulty which is most presented is the harbors being closed for six months in the year; but, I would ask, are not Quebec and Montreal ice-bound for almost a like period? And, it seems to me, if these ports can carry on the great trade they do, it is no reason why ports further north should be condemned because they have the same difficulties as these

TWO GREAT SHIPPING POINTS

on the St. Lawrence. As a country, the neighborhood of Hudson's Bay presents, according to Prof. Bell, valuable features. The timber, he tells us, is numerous, and the minerals also are considered to be of great value. The fisheries are a vast in-

dustury as yet undeveloped ; for, with the exception of whaling and catching some white porpoises, the fishing interests of Hudson's Bay have been neglected. But, from what we can gather as to the quantity and quality of the fish, there is no question but, with a line to a port on the Hudson's Bay, an immense quantity of fish would be forwarded to the markets of Chicago and the west. As far as agricultural land is concerned, Prof. Bell speaks of some points on what would be the proposed line of railway which would possess value for these purposes. Prof. Macoun, in his great work on Manitoba and the Northwest says :—"Port Nelson is about 80 miles nearer Liverpool via Hudson's Straits than is New York. It is at the mouth of a river of the first class, carrying a body of water double that of the north and south branches of the Saskatchewan combined, and it reaches the sea through a narrow depression in the Laurentides having a descent of about 20 inches in the mile, or in round numbers, 700 feet in a little more than 400 statute miles from the spot where it debouches from Lake Winnipeg.

PORT NELSON,

moreover, is about the same distance from the edge of this vast fertile region in the Northwest, exceeding 200,000,000 acres in area, as Quebec is from Toronto. For more than 200 years from two to five sailing vessels on an average, frequently with warships convoying them, have sailed annually from Europe and America to Port Nelson and other ports on Hudson's Bay, and have returned with cargoes the same season, and have returned via the only available route, Hudson's Straits." I would now turn for a moment to the question of harbors. Fort Churchill is available for vessels drawing 30 feet of water, and is entered by a passage half a mile wide, and twelve fathoms deep. The anchorage, tested now for two centuries, has proved a good holding ground. Fort Prince of Wales was built there about the year 1750, and I would draw your attention to the fact that what we deem a valueless country must have been then highly thought of, or such a fort as this would not have been erected. It formed a square of 300 feet on every side and 20 feet high. It was vast, with large blocks of stone, which were neatly hewed, and it mounted forty guns of the largest calibre then in use. A formidable fortress this to be placed in a sea supposed by us to be so

ice-bound and so dangerous that vessels cannot penetrate into it. Yet we find that the French of that day did not regard the Hudson's Bay navigation with that terror with which some regard it now ; and in 1782 they sent one of their finest ships of war, La Perouse, into the Hudson's Bay to destroy this fort.

IT WAS BOMBARDED,

and, after a gallant resistance, surrendered and was dismantled by the French. So Hudson's Bay adds war and strife to its history as an inland sea. Another authority, Sir G. H. LeFroy, President of the British Geographical Society, speaking at Swansea, in 1880, said :—"York Factory, which is nearer Liverpool than New York, has been called the Archangel of the West. Churchill, however, although some farther north, offers far superior advantages, and may fairly challenge the title. It will undoubtedly become the future shipping point for the agricultural products of the vast Northwest Territory, and the route by which immigrants will enter the country." With such testimony we cannot help agreeing with the editor of "Canada in 1993" who speaks of Churchill as a town with 400,000 inhabitants. Thirty large rivers empty into Hudson's Bay. The Moose River is wide for some distance up, but too shallow for large vessels to be able to navigate it. The Nelson River is the largest of all ; its length is 400 miles. It falls 700 feet from the time it leaves Lake Winnipeg to the time it empties into the bay. It remains open, as far as can be learned from any available source, for an average of over six months in the year. There is a question, however, as to whether it would be available for the navigation of large vessels, as there is said to be a bar at its mouth which would require transshipment of cargoes in lighters. Thus far, Mr. President, I have touched on the history of

THE CAPABILITIES

of the Hudson's Bay and the country surrounding it ; on its harbors, its rivers, its products, its future ; and I think I have shown that, if Cabot in 1498, Hudson in 1610, Gibbons in 1613, Baffin in 1614, and hundreds of others since, and amongst them the fathers of many of those whom I address to-night, either in search of trade or discovery, or, as your fathers came, hoping to found as they did found, the first agricultural colony in what is now termed the "Bull's eye of the Dominion of Canada," felt no

fear, and were able to venture through the Hudson's Bay, then the 19th century with its steam, its iron ships, its thousand modern appliances, cannot be afraid to venture where men went fearlessly so many years ago; neither will this great century of progress, or this great province waiting its development, allow the prejudice and the interests of a few to keep its natural channel of trade closed to the outer world. I would now briefly take up the question of distances, which is really the key to the whole matter. The distance from New York to Liverpool is 3,040 miles; from Montreal to Liverpool, 2,990; from Churchill to Liverpool, 2,926. By sea then, Churchill is 64 miles nearer to Liverpool than Montreal, and 114 miles nearer than New York. Of course sea freight is not an important matter, and it is really on the saving of distance by land that we must rely for our strongest argument in favor of this route.

THE DISTANCE

from Winnipeg to Montreal via Chicago is 1,703 miles, via the C. P. R., 1,434 miles. The distance from Winnipeg to Churchill by the west side of Lake Winnipeg is under 650 miles. The distance then from Winnipeg to Liverpool via Chicago and Montreal is 4,693 miles; via the C. P. R. and Montreal 4,424 miles; from Winnipeg to Liverpool via Churchill, 3,576 miles. Winnipeg, then, is 1,117 miles nearer Liverpool via Churchill than via Montreal, and, even when the C. P. R. is built, the Montreal route will be the longer by 848 miles. This, then, is all rail except the 64 miles which is saved by sea; and, indeed, it is a wonderful thing to think that there should be persons who, knowing this, still voluntarily persist in blinding themselves so far to the true interests of the Province in which they live as to argue against every effort being used in order to develop this line of road. But we must not look at the Hudson's Bay Railway as only a means of going from Winnipeg to the seaboard. Other countries are greatly affected by it. The distance from Port Moody to Liverpool via Montreal is 5,896 miles, while via the city of Winnipeg and Churchill it is 4,779 miles. This again gives us the figure of 1,117 miles, which the inhabitants of British Columbia would save by travelling over the Hudson's Bay route in going to and from Great Britain. Then again, the great western trade from China and Japan, for which there has been such

A KEEN COMPETITION,

and the future of which is so greatly spoken of as bound up with the interests of the American transcontinental lines and our own C. P. R., shows that the route via Winnipeg and Churchill has advantages which no other can offer. The distance from Yokohama to Liverpool via New York is 12,038 miles; via Montreal, 11,019 miles; via Churchill, 9,902 miles, showing that Japan will be able to send its products to the markets at Liverpool over the Churchill route when it is opened, with a saving of 1,117 miles. While our road triumphs over that going by New York by 2,126 miles, San Francisco equally becomes tributary to the Hudson's Bay line; and it is not astonishing that the great corporations in the south, that the great corporations in Eastern Canada, and that great corporation running through our midst should all unite with the Provinces and States in the East to oppose a scheme which will turn the channels of the western trade away from them and take it up through a region hitherto unknown, but the danger of which the men controlling these great enterprises see at once that it is mooted, and are more ready to appreciate than we, whose salvation it is. I would now speak a few words on

THE FREIGHT TRADE.

In order to deal with the matter, and to show the difference, I have taken the tariff approved of by the Governor-General-in-Council on the 23rd of March, 1883. By it the freight on wheat is \$10 per car for the first ten miles, and \$1 for each additional five miles. This would make the freight on a car load of wheat to Montreal \$348.60. Of course, this tariff does not extend over all the lines, and is simply to be taken as an example from which to draw deductions. Taking the same rate, and calculating the distance to Churchill, the cost of a car of wheat would be \$138, so that this Province would save \$210.60 on every car load of wheat shipped via Churchill. Surely for a country whose staple is wheat, and on whose wheat crop our whole future prosperity depends, this one argument alone will induce us to give every assistance, and to incur every responsibility which we legitimately can in order to obtain so great a boon as the increase of \$210.60 on the value of every car load of our grain; for those who buy grain buy it always with a view to the amount it will cost them to take it to the

seaboard, and they will give the additional price if they know that they can save the amount on the freight. Of course, all our imports and our exports would be alike affected, and

A VAST TRADE

would grow up between this country and the mother land, which I would gladly see developed, because I believe it would tend to make capital flow freely into this country and make the people at home interested in our future and our development, and would renew and insure an era of prosperity of which, alas, we see too little to-day. Now, I would take up for a moment the objections which have been brought forward by a newspaper which, I regret to see, has alone, of all the press in Manitoba, become the herald of the opposition to the Hudson's Bay route. I had often regretted that the Winnipeg Times was not more circulated than it is among the rural communities in this Province, because it represents to a considerable degree the feelings of those with whom I am in sympathy, but I can hardly regret it now, when I see it suddenly becoming the champion of the opposition to what every farmer desires, and, unaware of the policy which the Government of this country, or the inhabitants of this Province may adopt, opposes—and opposes so weakly as it does in its issue of the 2nd of January—a work which at least should be considered seriously, and should only be condemned once its impracticability has been thoroughly shown. In the issue of that paper on Jan. 2nd, I find

FIVE REASONS

alleged as answers to a resolution passed by a meeting of farmers' delegates in this Province. It first asks if it is business-like to urge the construction of the railway to Hudson's Bay before the practicability of that ocean route has been demonstrated. I think it is probable that that newspaper has the opportunity of looking at all the authorities, reports to Parliament and blue books published on the subject; and if it is not satisfied with the practicability, at least the people of Manitoba are; and I think no question can be taken to that, when I find from end to end of the Province the people urging the construction of this road. The next question is: What would be the probable cost of building a road to Port Nelson and putting a fleet of vessels on the route? Supposing it to be practicable, what would the revenue be? As regards the probable cost, surely the Times

is aware that that road has been surveyed; that profiles of that road and of the road to Churchill are in existence; and that, when the time comes for that information being necessary to be made public it will be able to be placed in the hands of the representatives of the people who will have to deal with this question. As for the cost of putting

A FLEET OF VESSELS

on this route, did the Times ever hear of grain being in an elevator at a point that trade did not come to fetch it? Does it suppose for a moment that the great steamship companies would not be but too ready and too glad to send their vessels to fetch to the English market, not merely the crops from Manitoba and the other Canadian Northwest, but also from Minnesota, Dakota, and other points in that portion of the continent; and again, so far as the revenue goes, the revenue might be nil, but the Province would be a gainer, for the enormous saving in freight would be such that a loss on the rate would be ten times counteracted by the gain to the farmers. . Question 3 —“Is it fair to ask the Dominion Government to contribute, while yet it has the completion of the C. P. R. on its hands, to the development of a route that would practically destroy a thousand miles of that road?” Has any one yet imagined for a moment that the Dominion Government was to be asked for any direct assistance? Has the statement ever appeared from any one connected with this scheme that any assistance in money was to be asked from the Dominion Government? But what the people of Manitoba will ask, and what the people of Manitoba will insist on having, is a fair and impartial chance to develop this route for themselves. They will ask

THE DOMINION GOVERNMENT

not to put any obstacle in their way; and surely the Dominion Government has done enough already in the interests of the C. P. R., not to be bound to stifle an enterprise having a northeasterly direction as its course, as it has stifled one having a southeasterly. As for that part of the question which says that it would destroy a thousand miles of that road, the Times itself proves the necessity of this outlet to the farmer of Manitoba, for it shows that the destruction of a thousand miles of the C. P. R. would mean that the farmer could more cheaply and better ship his grain to Churchill than he could to Montreal. Charity begins at home, and I do not think that, much as the

people of Manitoba love the Dominion, they will be willing to sacrifice their interests to a sentimental idea about our duty to the C. P. R. The fourth question is "What substantial assistance could the Manitoba Government give to the project? How could it raise the money but by direct taxation upon the farmers?" As long as the *Winnipeg Times* confined itself to such questions as the three previous ones, I could see no objection to its doing so, if it imagined that such weak arguments would have any effect; but I find them deliberately coming forward to prejudice the people of Manitoba by awakening the bugbear of direct taxation, without knowing the scheme which the Government may have to bring forward. Those words "by levying direct taxation upon the farmers," mean nothing more or less than to awaken

A HOWL OF PREJUDICE

before the story has been plainly told to the public, but the farmers of this country are too intelligent (and I can speak here as representing them both in western Manitoba as a member of the Local House, and here, next to the City of Winnipeg, as the Warden of the Municipality), to allow themselves to be hoodwinked by any worn-out cry like that. But if it can be shown them that, even by direct taxation, and a heavy taxation, they can save enough from the freight on their grain to pay that tax ten times over, they will be willing, and they will demand, that the Legislature impose the tax, and the people receive the benefit of this rate. The fifth question shows more fully than any other the weakness of the opposition offered to the scheme. The *Times* asks, "How could the Provincial Government prevent the Port Nelson road from falling into the hands of speculators and monopolists? No law can stop the transfer of railway property from those who have to sell to those who wish to buy. The speculators and monopolists might with equal dignity and force ask Mr. Norquay to prevent our farmers from trading horses. Moreover, 300 miles of the Port Nelson road would be outside the boundary of Manitoba." Would it surprise the *Times* to know that every proposition and every communication which has been had between any persons who have interested themselves in forwarding this scheme, and the members of the Provincial Government, has met with

THE ANSWER

that a *sine qua non* of the Government

entertaining for a moment any scheme for the building of the Hudson's Bay Railway must be that the majority of the stock is transferred to the Provincial Government, to be held by them in trust for the Province of Manitoba; and that the control of that line of road must be vested and forever rest in the people of this Province. When I come in a moment or two to lay before you the scheme which some gentlemen think will be the best in the interests of this road, you will see clearly that the Government foresaw immediately the evils which would result from any assistance being given unless the control were assured; and, though the *Times* with levity talks of the Hon. Premier trading horses, yet that gentleman is far too keenly alive to the interests of the Province and to its true policy not long ago to have foreseen the objection—not long ago to have stated that it must not even be allowed for a moment to exist. However, I must finish speaking of these objections. I was so sorry to see a leading journal adopt the course it has, especially when its leanings were the same as my own, that I had to refer to them to-night. It must be taken as the exponent of the objectionists, and as they have no stronger argument in reserve, I think from them the scheme need fear but little opposition. Another objection that is raised is that, constitutionally, we have not the power to bonus the railway or to take any part in its construction, because a great portion of it will be outside the limits of our Province. This, however, I am told, the Premier has foreseen, and I hear that he is now on his way to Ottawa to ask for an

EXTENSION OF OUR BOUNDARIES

in a northerly direction, which will do away with this objection. I imagine that those who bring it forward take it under sub-section 2, section 92 of the British North America Act. But if we cannot get our boundaries enlarged, we can at least get that clause modified, and if the interests of Eastern Canada and of large corporations have (which I do not believe they have) so heavy a weight at Ottawa as to prevent our being able to obtain the removal of this clause and possibly of others which may exist, which appear to me to be the greatest difficulty in our road, then, I say, it will be for the people of this Province to look to a Parliament across the sea, unprejudiced and unbiased, which has ever been ready to fairly meet the wants of colonists when they appeal to it, and give them such

legislation as may be necessary to remove this difficulty. Now, to turn for a moment to the plans for the construction of this road. Two Dominion charters have already been granted, both in the year 1880, and I believe others are being applied for. One of these charters includes among its directors men who are known capitalists throughout Canada, and among them, particularly, Mr. Peter Redpath, who has for years resided in England and is a known man there, and whose help would be of the strongest on the London market and in agitating public feeling there; and I should not forget that another gentleman who is connected with this charter is the man who, as its president, has seen the building of the only line built in Manitoba as

AN ENTIRELY INDEPENDENT ROAD.

I allude to Mr. Duncan MacArthur, now Vice President, but formerly President of the Manitoba Northwestern Railway. I can testify that, but for the financial ability of that gentleman, and for the courage and experience of the Hon. C. P. Brown, as his co-adjutor, that road would never have been built. If, with the difficulties which met them, these gentlemen and others who were associated with them, were able to gain first the building of that line, it appears to me that Mr. MacArthur's connection with this new line is a strong guarantee that the matter will be pushed to a successful issue. To you, gentlemen, it must be satisfactory that a resident of Kildonan is to the fore in this enterprise, as he is always to the fore in any enterprise which has for its object the development of our resources. Now, I think, it would be useless for this company or any other, strong as the men might be who compose it, to attempt to float bonds on the London market with the opposition they would meet from all the great American roads, and also from the Canadian ones. The scheme would be cried down in London to such a degree that it could not reasonably hope to meet with any success, for the power of all those great transatlantic lines united together would be a weight against which few, if any men could combat successfully. But the plan which I believe should be adopted is this: Let the Province of Manitoba issue its bonds for the sum required to build the road, those bonds would not meet with the same opposition.

THE CANADIAN GOVERNMENT

through its agents would have to assist their being floated, for the credit of the

Dominion is tied up to-day with the credit of the Northwest. The C. P. R. would not be able to decry the securities from the Province and the country on which it depends for its future dividends, while the great central roads would hardly be such an authority against the Province of Manitoba as they might be against a railway scheme. In return for these bonds I would suggest that the Government of Manitoba should take from the railway company its bonds to an equal amount, and as collateral security should receive a majority of the capital stock of the line, to be held by trustees appointed by the Legislature of the Province, who should hold that stock subject to the direction of the Legislature, which would be represented on the board of trustees of the company by commissioners, who would always have a veto vote as to the whole of the actions, business, and affairs of the company. With this arrangement, I think, the interests of the Province would be well secured, and we should see in a short time a country, the difference in whose affairs would be extraordinary, and life would be renewed again, business would again flock through our streets, and people who have almost ceased to hope would hope again. We should hear no more, as we have heard, of

ANNEXATION OR SECESSION

and hear no more disloyalty to Britain or to the Dominion; but we would see this Province, after being taught a severe lesson by the boom of two years ago, taking advantage of its renewed prosperity and built up on a solid commercial base of business and industries which would gradually form it into the great country which we all believe it is destined to be. We would see in place of farmers leaving, as they are leaving to-day, men flocking to our shores from the overcrowded districts of England. We would not need then to send immigration agents to every little village in England, but the connection between Hudson's Bay and ourselves would bring a direct trade which would make this country known; which would develop the interest which people at home took in us, and would lead them cheerfully to send those dearest to them to make their home in this land. For the man who is able, amidst the difficulties, dangers and the opposition which he will surely meet, to bring about the result of a road being built from Winnipeg to Churchill, a future is open such as few men are able to grasp in the history of

the world. He will by his act change the trade of Western America and develop it through his province to

A NEW SEABOARD,

and glad would I be if the man chosen to carry out this great enterprise were to be a native of the Red River settlement, were to be that gentleman who by his ability, by his oratory, by his tact, has up to the present time held, as he has deservedly held, the first place in the Government of his native Province. I hope and I trust that it is reserved for him to secure as a crowning act in his career of usefulness this great boon for the land where he was born; and proud indeed will it be for you people born on the banks of this Red River, if one of yourselves is the man to force through danger, through opposition, through irony, the iron band which will connect this inland Province with that great inland sea into which Sebastien Cabot sailed nearly four hundred years ago.

From the Daily Free Press of June 10th.

THE HUDSON'S BAY ROUTE.

The recently delivered lecture of Mr. E. P. Leacock, M. P. P., published in last week's Free Press, puts the evidence in favour of the Hudson's Bay route in a most forcible manner, and should convince the most sceptical of the entire feasibility of carrying out that great scheme. Mr. Leacock's words will be read with the deepest interest at the present time in this country, the eyes of our entire population being so eagerly directed towards Hudson's Bay as a prospective way of escape from the difficulties with which they are beset.

Our farmers are apparently more directly interested in the success of the proposed Route than others, but it is only apparently. Whatever is of importance to them is of equal importance to the whole community, since all are dependent on them. On their prosperity must be based any permanent prosperity for the country. The Hudson's Bay scheme has now been pretty fully discussed and the testimony for and against it carefully weighed. It is safe to say that the great majority of the people of Manitoba have

cast away their doubts and fears and are more than willing to do all in their power to forward it and to defeat the machinations of those who, in the interests of the East, or of rival institutions which might be prejudicially affected by it, are exerting themselves to hinder its progress. A people united and deeply in earnest, as the people of Manitoba evidently are on this subject, can hardly fail to accomplish their object. The early opening up of the route which gives promise of revolutionizing the whole trade relations of northern and western America may therefore be confidently counted on.

The most strenuous opposition is to be anticipated at Ottawa. To successfully meet and overcome this is now the all important matter. The Eastern Provinces, in pursuance of what they conceive to be their rights and interests, will undoubtedly set themselves against us. The C. P. R. will bring its powerful influence to bear for the defeat of a more dangerous rival to its through traffic than even the abolition of monopoly would call into existence. The chronic skeptics who abound in all countries, and are of course to be found here, are exerting themselves to throw cold water on the scheme and to discourage those who are striving to carry it to a successful conclusion. They are ably assisted by the self-styled patriots in our midst, who are so intensely loyal to the Dominion that they are ready to discountenance any proposal whose primary object is not to build up the Eastern Provinces at the expense of the Northwest. The combined opposition of all these has to be defeated before even the preliminary steps can be taken towards the opening up of the Route.

The battle will commence probably in a very few days, as it is announced as the intention of Premier Norquay to proceed to Ottawa almost immediately, for the purpose, it is said, of asking from the Dominion authorities certain concessions without which this Province will be pre-

vented from giving to the scheme the assistance it requires. The outcome of his mission will be awaited with the deepest interest. Much will depend on the attitude assumed by him; and it is of the utmost importance that he should understand that the people of Manitoba will be satisfied with nothing less than his complete success. They are thoroughly in earnest, and alive to the necessity of securing for themselves the right to help themselves. If he rightly represents the state of feeling here to the Dominion Government, they will not dare to send him back with a refusal. If he does not, he may rest assured that the fate of his Government is sealed. Let him ask, but if necessary let him demand, as something absolutely essential to the continued existence of the present relationship of Manitoba to the Dominion, that this Province be empowered, by the necessary extension of its boundaries, to aid the Hudson's Bay Railway as it may see fit, and the people will uphold him to the last. He may safely tell them at Ottawa that, in the face of their refusal to assist him, he cannot carry on the Government of Manitoba, nor can any other man not prepared to go to the foot of the throne and further if necessary for the purpose of obtaining a right which is felt to be of such vital importance to our well-being. The people are determined. Let their representatives be firm.

From the Daily Times of Jan. 10th.

THE HUDSON'S BAY ROUTE.

In the course of the able lecture he delivered at Kildonan the other night, Mr. Leacock, M. P. P., accused THE TIMES of being hostile to the opening of the Hudson's Bay route. The hon. gentleman is mistaken. If the route is practicable, it will revolutionize the trade and commerce not of the Canadian Northwest alone but of the Western and Northwestern States. The creation of a seaboard within six hundred miles of Winnipeg would be infinitely better than the

discovery of mountains of gold. The Eastern Provinces and the Atlantic States would oppose the opening of the route, for it would at once destroy their commercial supremacy; but everybody and every interest in the Northwest would hail it quite as enthusiastically as Mr. Leacock. The C. P. R. authorities say they will not put a stone in the way of those who are backing the scheme. It would cripple their road between Winnipeg and Montreal, but it would speedily convert the vast prairie region of the Northwest, upon which the C. P. R. must chiefly depend, into a populous and magnificent empire. Mr. Leacock need not fear that the development of this new ocean highway will meet with any opposition up here. He may, however, count with safety upon the hostility of the Grand Trunk, of all the American lines that now haul Western produce to the Atlantic ports, and especially of the merchants and manufacturers of Eastern Canada, who will not let go of the Northwest market without a desperate struggle.

But the practicability of the route has not yet been demonstrated, and if THE TIMES has incurred Mr. Leacock's displeasure because it has warned the people not to be over-sanguine as to the success of the scheme, it cannot help it. If the Local Government can induce the Federal authorities to extend the northern boundaries of Manitoba to the north of Hudson's Bay, it will be in a position to lend its influence to the undertaking. As the boundary now stands, the Local Government would not be able to control more than one half of the road between here and Nelson or Churchill. Mr. Norquay and his colleagues intend to do all in their power to aid in the opening of the route; and there is the best authority for saying that, in spite of the opposition of the Eastern Provinces, Sir John Macdonald is warmly in favor of it. If it is practicable, it will be the making of the Northwest; but it is hardly prudent to assume that a problem surrounded by such tremendous difficulties can be solved by Mr. Leacock or anybody else in the course of an evening's entertainment.